

Response

T33 - Mary Gaddy (Cont.)

5. The referendum did not pass in the election held after this hearing. The WSDOT currently purchases land at market value for right of way. Because of this, no additional cost would be expected.

6. Evaluations of indirect property impacts were not necessary. Since the referendum did not pass.

1 MR. JORDAN: Yes.
2 (Discussion held off the record.)
3 MS. GADDY: This is Mary again. One
4 more question. The referendum that's going to be the
5 ballot in November, I'm not sure of the number. Is it
6 Referendum 48? That they're going to try to repeal the
7 one that was passed last year which involves the state
8 government having to pay for, they call it the takings
9 law, that if the government does anything that affects
10 the value of the property, the government will have to
11 pay. And that goes far beyond what DOT already has in
12 its takings law under Chapter 8.
13 And I would like to know, if that law
14 stays on the books as it is, if it is not repealed, just
15 how much of an effect is that going to have on the
16 property adjacent to the right-of-way that at the present
17 time would not be covered under Chapter 8 if you're
18 adjacent to it. But under this other law, if our
19 property value is lowered because of being in the
20 vicinity of the freeway, how much of an impact is that
21 going to have on having to pay additional homeowners
22 under that law, not under Chapter 8.
23 MR. JORDAN: Okay.
24 MS. GADDY: Did I say that clear
25 enough.

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Response

T34 - Alan Fackenthall

1. Transportation planning encompasses many areas including air quality. The improvement of air quality is a major concern in the developing of this project. Issues and impacts on air quality are documented in Chapter 4 of the FEIS. As a result of this project Federal and State of Washington Ambient Air Quality Standards for CO are not projected to be exceeded by the design year of 2020.

2. There are no studies or plans that propose double decking I-90. The EIS, Four Lakes to Idaho State Line completed in 1989 addressed overall deficiency in the approximately 30 mile section. Improvements identified for I-90 included adding lanes, the removal and addition of ramps and improvements to other arterials.

1 MR. JORDAN: Understood.

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3 (End of statement.)

4 * * * * *

7 STATEMENT OF ALLAN H. FACKENTHALL

8
9 MR. JORDAN: Allan, I will take your
10 testimony. And then what we're going to do is take the
11 testimony tonight, either written or in verbal form
12 dictated here --

13 MR. FACKENTHALL: Well, whichever way
14 you want it, I don't care.

15 MR. JORDAN: Comments will be
16 responded to during the formulation of the final EIS,
17 which should be out in two or three months.

18 MR. FACKENTHALL: That's fine. I've
19 been at this about two years, just criticizing the
20 Department for the approach, which has been strictly a
21 transportation approach, without the necessary
22 consideration of the carbon monoxide problem in the City
23 of Spokane. Because of the specific topography of the
24 city, you have a problem. Okay.

25 And I have been told by the Department

T34

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Response

T34 - Alan Fackenthall
(Cont.)

3. See Beltway/Bypass section
of FEIS.

1 that the eventual capacity increase for I-90, the only
2 conceivable way to widen I-90 to accommodate the traffic
3 is to double deck it. Okay. If you do not feed all of
4 the traffic from north of Spokane onto the freeway, you
5 don't need a north/south freeway. It's my contention
6 that by going west of Spokane, like for Hayford
7 connecting with I-90 at the first Medical Lake
8 interchange and connecting 291 and Indian Trail and
9 bypassing the Five Mile Prairie to the north via the
10 route, the approximate power line route that was
11 prescribed and developed in 1965, you will divert enough
12 traffic to alleviate the carbon monoxide problem in
13 Spokane proper, provided you tie that
14 Medical Lake interchange also into 195 south of Spokane
15 and on around Tower Mountain to connect with I-90 east of
16 Spokane, as well as developing corridors like 44th Avenue
17 east or 39th or 33rd. And with the completion of at
18 least one more south lane, which is indicated on your map
19 over there, east of Market as a bypass east of town, then
20 it's my contention that you will never have to have a
21 north/south freeway with all of the interchanges and
22 whatnot to accommodate the traffic.
23 MR. JORDAN: Okay.
24 MR. FACKENTHALL: Simply stated,
25 that's my contention.

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Response

T34 - Alan Fackenthall
(Cont.)

4. It is not the intent of this study to propose that a single facility or plan would relieve all congestion in North Spokane County. The 1985 Transportation Plan Update published by Spokane Regional Council addressed needs for a new freeway and additional capacity improvements such as a Beltway/Bypass. To include proposals that address all regional transportation deficiencies is outside the scope of this study.

1 MR. JORDAN: Okay. Appreciate your
2 comments.

3 MR. FACKENTHALL: I've been testifying
4 before DOT and Stevens County commissioners, Spokane
5 County Commissioners, city council and private
6 developers, and the State Department of Transportation,
7 who gave me the RCWs that are involved to include all of
8 these entities in a solution to the traffic problems.

9 And my first concern is the northwest
10 quadrant, which extends from north of Whitworth west,
11 pick up Indian Trail, Hayford, or Old Trail Road south to
12 Airway Heights. And then south of town, to connect that
13 interchange doesn't require the construction of another
14 interchange or anything because you use the one that
15 exists. East of town, you connect with Sullivan or
16 Barker or Pines, and you don't have to increase the
17 expenditure for those structures.

18 Now, the Spokane County Commissioners,
19 tell me why, for all of the traffic developed north of
20 Spokane onto Argonne, why not go a little bit further and
21 allow for the addition of traffic to Sullivan or Barker.
22 And if those bypasses, coupled with the proposal that I
23 made all the time to connect Suncrest community, or from
24 Mile Post 16 west of Spokane on 291 over to 395, coupled
25 with a park and ride development, which is amenable to

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Response

T34 - Alan Fackenthall
(Cont.)

5. It is unclear in the comment as to the location of the route proposed for \$13 million. A cost of \$1 million/mile is sometimes used as a rule of thumb for construction of a two lane road with shoulders. This does not include right of way, structures, addressing environmental concerns, and very limited grading. A facility located in the urban area will be at a much higher cost per mile than in an undeveloped rural area because of these factors.

1 the developers of area out there, with the park and ride
2 facilities and a route that was conducive to bus travel
3 because it would go across a quite level route pretty
4 straight, directly down Division to couple with the
5 downtown bus terminal that we have, and that would make
6 it possible for 30 to 50 people a day who are working
7 downtown to avoid the parking problems downtown, get them
8 off of the single occupancy vehicle travel, and reduce
9 the congestion on 291.

10 Now, there's some equation by which
11 you could evaluate the cost benefit analysis of different
12 routes. I haven't been advised of the way that that
13 works. But I am familiar with the routes and I am
14 satisfied that if that route from Mile Post 16 to 395
15 were developed, and according even to your statistics, it
16 would only cost \$13 million to do it today to government
17 Federal highway standards, that's two 12-foot lanes,
18 8-foot shoulders and proper sloped and everything, it
19 would only cost 13 million to do that connection. And if
20 that were paved, people would use it. Because if they
21 shop in NorthPointe now, they would find themselves over
22 five miles closer to home by that route than the route
23 they take now, which forces them to use Francis Avenue,
24 which the Department of Transportation at one time says
25 the solution is to widen it to six lanes. And look at

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Response

T34 - Alan Fackenthall
(Cont.)

6. See Beltway/Bypass section
of FEIS.

1 the problem there with all the businesses the full length
2 of that, all the residences. The cost is prohibitive.
3 Where if alternate bypasses are provided, you won't have
4 to do that.

5 MR. JORDAN: Okay.

6 MR. FACKENTHALL: That's quite a
7 mouthful.

8 MR. JORDAN: Thank you for your
9 testimony. The beltway-type concept that you are
10 basically talking about is somewhat addressed in our
11 document and is in the plans, or was in the plans, the
12 last I heard, in the county's long-range plan for
13 development also.

14 MR. FACKENTHALL: Okay. My contention
15 is, let's forget the beltway concept, which, with all of
16 its connotations of cloverleafs, interchanges and
17 whatnot, is cost prohibitive.

18 MR. JORDAN: Well, the county's
19 beltway does not have all that in it.

20 MR. FACKENTHALL: So let's call it a
21 bypass. Let's not call it a beltway. A beltway around
22 Washington, D.C., every time you want to go into town,
23 there's an overpass required, there's a cloverleaf
24 exchange required. And I don't think that that's -- I
25 suppose I should be quiet.

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Response

T34 - Alan Fackenthall
(Cont.)

7. The SR 395 'final draft' was a corridor study only. Funding and approval for the EIS has commenced and will meet requirements of federal, state, city and county standards.

8. Light Rail and Transit are considered under Alternative 3 - Mass Transit in Chapter 2 of the FEIS.

1 MR. JORDAN: I guess it's a matter of
2 perception of what is envisioned as a roadway around the
3 city. But basically your concept has been considered by
4 the county. I'm not sure what whether it's going to be
5 continued in their long-range plans.

6 MR. FACKENTHALL: Nobody knows that.

7 MR. JORDAN: Right.

8 MR. FACKENTHALL: I also took issue
9 with the 395 final draft, because risk management was not
10 taken into consideration, the effects of the
11 channelization of 395 was not really considered, and the
12 growth potential that I see north of Spokane, even with
13 the Canadian traffic that can be generated, does not
14 support the requirement. I have documentation here from
15 the Department of Publications that show that four-lane
16 highways basically are required only between cities of
17 50,000 population. It's in the document right here.
18 I've got it in this bag.

19 And the timber resources are depleted
20 in the north part of our area. The mineral resources are
21 depleted. And the terrain does not really lend itself to
22 a bedroom community for the City of Spokane. It's too
23 hilly, it's too far away. And we haven't considered
24 sufficiently light rail or bus, available bus traffic. I
25 just don't figure that we've contributed enough to that

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Response

T35 - Earnest Greenwood

1 particular part.

2 MR. JORDAN: Thank you.

3 MR. FACKENTHALL: Thank you for your
4 time.

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6 (End of statement.)

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10 STATEMENT OF EARNEST A. GREENWOOD

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12 MR. JORDAN: The purpose of this area
13 here is to take testimony, and she will be recording it.
14 That will save you from having to make any written
15 comment at this time, unless you wish to add later. But
16 I'm primarily here to listen. If you have some questions
17 that I can answer fairly shortly now, I'll do those. If
18 they require a lengthy discussion, then I'll refer those
19 back to -- the final EIS will address those when it's
20 published. And this is going on formal record, so if you
21 wish to make comment, go ahead.

22 MR. GREENWOOD: My question is, are
23 they going to do the Market Street plan, like a plan to
24 make it a better highway through town?

25 MR. JORDAN: Market Street itself?

T35

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Response

T35 - Earnest Greenwood (Cont.)

1. Comments noted.

1 MR. GREENWOOD: Yes.
2 MR. JORDAN: Market Street will
3 probably remain largely as it is right now. The freeway
4 will be separate from that.
5 MR. GREENWOOD: Yeah, I know. Just
6 east of it.
7 MR. JORDAN: Right.
8 MR. GREENWOOD: That's what I'm
9 suggesting to you about.
10 MR. JORDAN: Oh, you're suggesting to
11 take Market Street?
12 MR. GREENWOOD: Just east of it.
13 MR. JORDAN: Okay.
14 MR. GREENWOOD: And I think that's a
15 good route. It's going to move traffic. Hopefully, the
16 State of Washington can get the funds together to get it
17 done in a reasonable time frame.
18 And I've watched some freeway work
19 going on in the last few years. Some of it's been done
20 right, some of it's been done wrong. And I'd like to see
21 them get it off the ground after 45 years. That's my
22 basic comment about it.
23 MR. JORDAN: All right. Well, the
24 funding is not there at the present time to do any
25 construction. It will have to come from legislative

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Response

T35

- Earnest Greenwood (Cont.)

1 action.

2 MR. GREENWOOD: Yeah, and this is
3 another election year coming up, so that's a good thing.

4 MR. JORDAN: It's a real uncertain
5 thing about the timing and to what extent the building
6 will take place.

7 MR. GREENWOOD: That's very true. It
8 took them a few years to put I-90. You know, people put
9 a stop to I-90 for ten years going through downtown.

10 MR. JORDAN: Anything else?

11 MR. GREENWOOD: That's it.

12 MR. JORDAN: Thank you, Earnest.

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14 (End of statement.)

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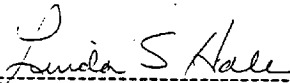
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Response

1 STATE OF WASHINGTON)
2 COUNTY OF SPOKANE) ss: REPORTER'S CERTIFICATE
3
4 I, Linda S. Hale, a notary public in
5 and for the State of Washington, do hereby certify:
6 That the foregoing Personal Statements
7 were taken on the date and at the time and place as shown
8 on Page 1 hereto;
9 That the foregoing is a true and
10 correct transcription of my shorthand notes of the
11 requested statements transcribed by me.
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13
14
15 WITNESS my hand and seal this 30th day
16 of October, 1995.
17
18
19
20 
21 LINDA S. HALE, CSR
22 CSR No. HA-LE-*L-S542C8
23 Notary Public in and for the State
24 of Washington, residing at Spokane.
25

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